



12/14/2016

VIA EMAIL

Daniel Abbes, Junior Planner
City of Sacramento Community Development Department
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

RE: Market 5-One-5 (DR16-356)

Dear Mr. Abbes:

WALKSacramento has reviewed Market 5-One-5 (DR16-356) and we offer the following comments to improve the walkability of the project. Market 5-One-5 proposes to convert an existing 11,200 square foot building into a grocery and reconfigure the adjacent 75-stall surface parking lot to 69 stalls. Two outdoor seating areas will be located along the building's front on R Street.

We are pleased to see the placement of the market's main entrance at the front on the R Street side of the building. Compared to an entrance on the parking lot side, this provides better access to the market for pedestrians and it activates the front of the store. It is also in line with General Plan land use recommendations and the R Street Urban Design and Development Plan.

The parking lot has two driveways on R Street taking up almost half the sidewalk between the market building and the corner, and cars will be frequently crossing the sidewalk and creating hazards for pedestrians. The R Street Urban Design and Development Plan and the R Street Corridor Design Review Checklist recommend that parking be accessed through the alley or the north-south numbered streets. **WALKSacramento recommends eliminating the two driveways on R Street and utilizing only the alley for automobile access to provide a more attractive and safer pedestrian experience.**

The area in front of the market will be activated by two seating areas: a patio dining towards the west end of the façade that will be fenced off with a 36"-high railing, and a less formal area with tables and chairs to the east end of the façade. The Site Plan and Site Amenities Plan show there will be less than 4 feet between loading curb ramp and the tables at the east end. Having to negotiate the curb ramp side slopes will be unexpected for people and could be difficult for people with mobility impairments, assistive devices or strollers. **WALKSacramento recommends reconfiguring the seating or relocating the loading curb ramp so that at least 5' of level sidewalk is maintained between the ramp and the furniture.**

R Street in front of the market is shown on the drawings to have a 5' valley gutter and 4" curb. We're concerned the curb height at the top of the gutter may not prevent vehicles, particularly

delivery trucks, from mounting the curb and intruding on the sidewalk, especially where the walkway is reduced in width by the patio dining area. **WALKSacramento recommends revising the curb and gutter design in front of the market to provide better pedestrian safety.**

The project proposes to fill in with CMU the windows and doors on the north side of the building facing Quill Alley because they are at the “back of house.” The alley has garages and entrances to a row of the Saratoga Town Homes on the north side, so Quill Alley is more than just a service alley, it’s part of the pedestrian circulation network. The architectural lighting proposed for the rear wall will provide for a safer pedestrian environment at night, but the painted blank wall will not be attractive during the day or night. **WALKSacramento recommends retaining the windows and loading doors on the north wall of the market building.**

The Market 5-One-5 will be a valuable amenity to the west end of the R Street corridor. With the market in place, it will be much easier for people in the neighborhood to walk to the grocery store. This is important for the health and sustainability of the neighborhood. About two-thirds of the Sacramento regions population do not get the minimum 30-minutes of moderate physical activity per day that the Surgeon General’s recommends. Market 5-One-5 could part of the daily walking for many people and the site improvements we’ve recommended could result in more people walking and more people shopping at the Market 5-One-5.

Bicycling could also be improved with the addition of a short section of curb. The sidewalk where the bike racks are located is flush with the parking lot, so there’s a risk of vehicles running into bicycles parked at the racks. **WALKSacramento recommends adding a curb between the parking lot and the sidewalk where the bicycle racks are located.**

WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255.

Sincerely,

Chris Holm
Project Manager

Attachment: Development Checklist for Biking and Walking

DEVELOPMENT CHECKLIST for BIKING and WALKING

*Prepared by WALKSacramento and SABA (Sacramento Area Bicycle Advocates)
September 2012*

This checklist is provided to give an indication of design, engineering, and policy elements that we consider when reviewing development projects.

POLICIES

- Walking and biking is a priority
- Adopted a policy to develop a full multi-modal and ADA accessible transportation system

Project Review and Comment

POLICY CONSIDERATIONS

- Pedestrian Master Plan
- Bicycle Master Plan
- Regional Blueprint
- Regional Blueprint Consistent General Plans
- Adopted Climate Action Plans
- Subdivision ordinances to support pedestrian and bicycle access and safety
- Zoning ordinance to support pedestrian and bicycle access and safety

ENGINEERING

- SIDEWALKS & BIKELANES ON BOTH SIDES OF MAJOR ROADWAYS**
 - Pedestrian Level of Service "C" or better on arterials
 - Bicycle Level of Service "C" or better on arterials
- SAFE CROSSINGS FOR PEDESTRIANS**
 - every 300-600 feet on major arterials
 - well lit, marked crosswalks
 - audible signals & count-down signals
 - median refuge islands
- SPEED MANAGEMENT**
 - Speed limits based on safety of pedestrians and bicyclists
 - Implement "road diets" where there is excess lane capacity
- STREET DESIGN STANDARDS**
 - Maximize pedestrian and bicyclist safety
 - Sidewalks buffered by trees and landscaping on major arterials
 - Vertical curbs
 - 5' minimum sidewalk widths, 8' in front of schools
 - 6' minimum bike lanes on busy streets

- ❑ INTERSECTIONS
 - Median refuge islands for pedestrians
 - Signal timing to enable safe passage
 - Signal detection for bicyclists
 - Crossings on all 4 legs of intersections

- ❑ ELIMINATE BARRIERS
 - Freeway, railroad, river and creek crossings
 - Obstructions in sidewalks and bike lanes

NEW DEVELOPMENT – REQUIRE

- ❑ Walking & bicycling circulation plans for all new development
- ❑ Direct and convenient connections to activity centers, including schools, stores, parks, transit
- ❑ Mixed uses and other transit supporting uses within ¼ mile of light rail stations or bus stops with frequent service
- ❑ Minimum width streets
- ❑ Maximum block length of 400'
- ❑ 4-lane maximum for arterials; Recommend 2 lanes wherever possible

NEW DEVELOPMENT – DISCOURAGE

- ❑ Cul-de-sacs (unless it includes bike/ped connections)
- ❑ Gated and/or walled communities
- ❑ Meandering sidewalks
- ❑ Inappropriate uses near transit (gas stations, drive-thru restaurants, mini storage and other auto dependent uses)

BUILDINGS – REQUIRE

- ❑ Direct access for pedestrians from the street
- ❑ Attractive and convenient stairways
- ❑ Bicycle parking – long & short term
- ❑ Shower & clothing lockers

OLDER NEIGHBORHOODS

- ❑ Improve street crossings
- ❑ Reduce speeds
- ❑ Provide new connections
- ❑ Create short cuts for walkers and bicyclists by purchase of properties or other means
- ❑ Provide sidewalks on both sides of major streets

Policy Review and Comment

ENFORCEMENT & MAINTENANCE

- ❑ Enforce speed limits
- ❑ Enforce crosswalk rules – conduct crosswalk sting operations
- ❑ Enforce restrictions against parking on sidewalks
- ❑ Enforce bicycle rules including riding with traffic, lights at night, stopping at red lights
- ❑ Implement CVC 267 setting speed limits based on pedestrian and bicyclist safety
- ❑ Sweep streets and fix hazards
- ❑ Repair and replace broken sidewalks

EDUCATION

- ❑ Train staff on pedestrian and bicycle facility design.
- ❑ Train development community about pedestrian and bicycle planning and safety issues
- ❑ Bicycle skills training

FUNDING

- ❑ Include pedestrian and bicycle facilities in capital improvement programs
- ❑ Include pedestrian and bicycle facilities as a part of roadway widening and improvement projects
- ❑ Support Measure A pedestrian and bicycle facility allocation
- ❑ Set priorities based on safety and latent demand
- ❑ SACOG Community Design grants & Bike/Ped grants
- ❑ California Bicycle transportation Account
- ❑ Safe Routes to School

www.walksacramento.org

WALKSacramento
909 12th Street, Suite 203
Sacramento, CA 95814
(916) 446-9255

www.sacbike.org

Sacramento Area Bicycle Advocates
909 12th Street, Suite 116
Sacramento, CA 95814
(916) 444-6600